

States. That is the one thing that actually introduces the Federal Government into this decision.

For the most part, pipelines can be permitted and built by States, with State approval. They don't need interaction or approval from the Federal Government.

Now, by not building the Keystone pipeline or not approving it, many folks in the administration would lead you to believe that that is actually going to benefit the environment, that it will result in less oil consumption, that it will result in less greenhouse gases being released into the environment, into the atmosphere. The reality is that that is not accurate at all.

The reality is that, first of all, if you don't build the Keystone pipeline, you are still going to transport that oil. The Canadians will still be producing that oil, but what is going to happen is they will use other modes of transportation. They will use things like barges. They will use things like rail.

I think it is noteworthy to look at the statistics, to look at the historic performance of these other modes of transportation, which clearly indicate that transporting by pipeline is actually the safest means, the safest mode of transportation to get this product into the United States.

It is safest in regard to different incidents. It is safest in regard to spills, impacts on individuals, on communities, on the economy, on the environment. The safest way to transport is doing it by pipeline.

I mentioned that the oil will still be transported. Here is an example of what happens when you transport through other modes, when you don't transport by pipeline. This is an example of what happens.

As a result, you have had additional oil being transported by rail lines. Look at the extraordinary spike. Look at the extraordinary spike in the spills and the impacts to the environment as a result of transitioning to that mode of transportation.

Mr. Speaker, we have all seen in the news the various accidents that have happened all over the Nation as a result of this flawed policy of refusing to allow for this pipeline to proceed.

The State of Louisiana is a logistics—it is an intermodal hub. We have five of the top 15 ports in the United States. We have enough pipelines in our offshore region that they would go around the Equator if you put them end on end.

We have an extraordinary network of pipelines, demonstrated right here. You can see this high concentration of pipelines that are all over our State and in the adjacent State of Texas and in all 48 States in this graphic here very, very clearly.

I will say it again. The only reason the administration is involved in the Keystone pipeline decision is because that pipeline crosses the U.S. Canadian border. It is the sole reason.

All of these pipeline networks in here probably did not include Federal ap-

proval in regard to crossing over international borders. Take a look at this, Mr. Speaker. Take a look at, as I recall, 1.5 million miles of pipelines across the country.

The reality is that major components of the Keystone pipeline are actually already built or can be built without the approval of the Federal Government. That 1-foot section crossing over our Canadian border on the north is the only reason, again, that the administration is involved in this.

The fact remains, number one, by building the Keystone pipeline, it will not result in additional greenhouse gases being released. The Canadians are going to continue to produce the oil. The oil will be sent either through other modes of transportation in the United States, or it will be sent to other countries.

I remind you, Mr. Speaker, the Clean Air Act regimes of these other nations, in most cases, is not as stringent or as strict as it is in the United States, so resulting in a net increase in the greenhouse gases that this administration is so concerned about.

I will say it again. By not approving this pipeline, you are going to force the oil onto barges, onto trucks, onto rail, or other less safe means of transportation.

I certainly have nothing against those other modes of transportation. They are all critically important, but to see this administration hide behind the oil spill or the suggested oil spill impacts of the pipeline is simply absurd. Facts prove otherwise.

As you see here, the majority of this pipeline, by far, can be built without the Federal Government's approval. It is simply nonsensical. It is nonsensical to watch this administration hide behind false excuses to drag this decision out for years, whenever it is contrary to our economy.

What is going to happen if we don't build this pipeline? In addition to using other means of transportation, we will be importing oil, not from the North American continent, but from other countries like Venezuela, like Nigeria and Middle Eastern nations that make up the top 10 nations that export oil to the United States.

In many cases, Mr. Speaker, I will say again, Venezuela, countries that don't share American values; yet we are exporting hundreds of billions of dollars and thousands and thousands of jobs to other countries.

Who is running this place?

Mr. Speaker, the House of Representatives and the U.S. Senate passed a bipartisan bill that was going to allow for the pipeline to be approved, for us to put this behind us and move towards other things, towards higher priority things that actually should have the attention of the United States Congress and the White House, as opposed to these things, decisions that should have been made years ago, and we should have passed on from there.

As a result of these ridiculous decisions, all these tortured reports, all the

involvement of various agencies—including the EPA, the State Department, and other agencies—we are continuing to go through this long process, dragging this out, resulting again in less safe means of transportation.

Whether it is coming in through ships from other countries, across the Atlantic Ocean, or it is coming in on rail lines, it is coming in tugs and barges on our waterways, it is being transported to the United States, through less safe means of transportation.

Mr. Speaker, I just want to say, in closing, that this is what happens when you have bad Federal policy, when you are making bad Federal decisions. This is what happens.

You result in thousands of pounds of oil, in miles and miles of shoreline, tens of miles of shoreline, still oil in our home State of Louisiana, as a result of bad Federal policy.

We are watching a similar bad Federal policy unroll right now as the administration continues to invent impediments to what makes sense, to what statistically makes the most sense—by approving a pipeline and getting out of the way—and obstructing our economy development, jobs for Americans, and North American energy independence.

Mr. Speaker, I yield back the balance of my time.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 9 o'clock and 11 minutes p.m.), the House stood in recess.

□ 2215

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. SESSIONS) at 10 o'clock and 15 minutes p.m.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 1735, NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2016; PROVIDING FOR CONSIDERATION OF H.R. 36, PAIN-CAPABLE UNBORN CHILD PROTECTION ACT; PROVIDING FOR CONSIDERATION OF H.R. 2048, USA FREEDOM ACT OF 2015; AND PROVIDING FOR CONSIDERATION OF MOTIONS TO SUSPEND THE RULES

Ms. FOXX from the Committee on Rules, submitted a privileged report (Rept. No. 114-111) on the resolution (H. Res. 255) providing for consideration of the bill (H.R. 1735) to authorize appropriations for fiscal year 2016 for military activities of the Department of Defense and for military construction, to prescribe military personnel